



Connections

July 2008

General Assembly Supports Transportation

by Matt Hiebert

2008 was a big year for legislation promoting transportation. Several initiatives, backed by MoDOT, were voted into law this session.

The Missouri Highways and Transportation Commission's top legislative priority sailed through both the house and senate. With the passage of a Unified Carrier Registration bill, MoDOT can meet customer needs and continue to collect \$2.3 million a year in motor carrier registration fees.

Other proposals that passed will infuse MoDOT's multimodal division with funding to keep Missouri's aviation, rail, ports and transit resources vital and healthy. With no dedicated funding stream for these modes, educating legislators on the need for state investment was crucial.

With the passage of bills related to ports, transit, aviation and rail, Missouri has the ability to improve these modes of transportation.

Several Missouri ports will share \$6.65 million for capitol improvements. This is the largest budget in history for Missouri waterways.

Rail services received enough money to continue twice-daily operation of Amtrak and received an additional \$5 million for target rail capacity projects to help relieve congestion and improve on-time performance.

With the lifting of funding caps on the aviation trust fund, airports will have additional money available for marketing and maintaining their facilities, which means possibly bringing in new carriers and services. Previous caps were locked in at \$6 million per year. Legislative action raised the cap to \$10 million.

Public transit benefits from the legislature included a \$500,000 increase for improved services for the elderly and handicapped.

All in all, Multimodal received a vote of confidence that translates into nearly \$25 million in general revenue funding.



Cathy Morrison

Amtrak will continue twice-daily operations between St. Louis and Kansas City thanks to funding approved by the General Assembly.

Go-4-It at the Missouri State Fair

by Nathaniel Allen

What do Air Supply, bull riding and MoDOT's new drive safe video all have in common? They can all be viewed at this year's Missouri State Fair. The theme in Sedalia from Aug. 7-17 is "Go-4-It," and MoDOT plans to do just that.

The Highway Gardens Transportation Exposition Center will feature new displays with information about the "Saved by the Belt" program, as well as a new video about driving safely.

The center will also feature favorite displays and giveaways from years past that highlight programs like Safe & Sound;



Better Roads, Brighter Future; and work zones, to name a few. The Kids' Zone will be set up again with computer games to educate young visitors about road safety. Don't forget to take time to ride the convincer and learn for yourself why buckling up is so important, and if you have kids in the family, take time to do the scavenger hunt and you might even win a child's bicycle.

Aug. 8 is No MORE Trash! Day, a celebration of keeping Missouri's roadways clean. There will be a special scavenger hunt on this day, as well as other exciting games and activities.

"The fair is a great venue to educate more than 300,000 visitors about all the great things MoDOT does," said Don Hillis, director of System Management.

The fair also features concerts, food, games, rides, competitions and many other exhibits. Some of the featured artists this year are Air Supply, Charlie Daniels, Josh Turner, Foreigner and Sara Evans.

For more information on the Missouri State Fair, visit www.mostatefair.com.



Shaun Schmitz

State Fair goers take time out to cool off and read displays in the Highway Gardens Transportation Exposition Center.

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Diverging diamond interchange is the first in the USA

Spotlight on Diversity

The Employee Advisory Council is charged to foster a positive work environment for all employees and support us in the areas of cultural diversity, policy review and communications. Recently, some concerns have surfaced about the perception that jobs may be going unfilled because there is no diverse labor pool applying.

It is a fact that MoDOT has delayed filling some jobs so that additional recruitment efforts can be made to expand the applicant pool. This decision coincides with the department's value statement on diversity.

This statement details that, "Just as MoDOT is dedicated to providing a world-class transportation experience, we are also dedicated to employing a workforce which reflects the customers, communities, and cultures we serve by valuing diversity and embracing our differences to retain good employees."

So, how are we doing in meeting our goal to reflect the diversity of our state within our own workforce? According to the latest Tracker measure regarding the percentage of minorities and females employed by MoDOT, we have made progress, but there is still work to do.

In February 2008, there were 555 minorities employed at MoDOT, compared to only 500 minorities a year earlier. While that is a significant increase in minority employment, those 555 employees represent 8.72 percent of

MoDOT's workforce. According to the most recent Census data, the percentage of minorities available for transportation-related employment in Missouri is 12.49 percent – a higher percentage than MoDOT's labor pool reflects. On the other hand, women make up 21.47 percent of our workforce. That number exceeds the statewide percentage of females available for transportation-related employment, which is 19.36 percent.

It is evident that MoDOT most continue in its efforts toward a workforce reflective of the diversity of Missouri's population, but this won't happen on its own.

MoDOT has changed its focus to ensure we continue to have a diverse workplace. Now in our hiring practices, we more carefully consider the needs of the position and the needs of our organization, including our need to have the make up of our workforce reflect the diversity of all of our customers, not just some of them.

Sometimes that means working a little harder and taking a little more time to ensure that everyone has an equal opportunity to be considered for a job. By reaching out to attract a more diverse labor pool, MoDOT will benefit greatly from employees who represent an even greater diversity of views with an even wider variety of experiential backgrounds.

Help Desk is Now Your First Call for all IS Requests

by Matt Hiebert

The Help Desk has been a part of Information Systems' support team for many years. But with the Express to Success program now in operation, the group has taken on a new, broader role.

"We're the first call people need to make when they need anything from Information Systems," said Cathy Trigg, Information Systems supervisor. "We now capture work requests that don't come directly to CRLS or ALAs."

While the Help Desk once was the first line for troubleshooting technical problems, their role has expanded to be the "front door" for IS. Now, whether an employee has problems with SAMII or needs an upgrade to an application, 573-751-5000 is the number they'll call.

"E2S has changed our processes, so we're keeping better track of the work we're doing," Trigg said. "People were

calling technologists directly and, in some cases, as much as 100 or 200 hours of work was scheduled without someone in IS knowing it. Now we can triage these request, assign them to the correct people, get them going in priority order and keep an eye on everything that's coming in."

Under this system, overlapping projects, duplicate projects, budget conflicts and project hours can all be better evaluated and managed. When you're talking about a workflow of 20,000 or more requests per year, such a system is crucial to the success of MoDOT.

Remember, the Help Desk isn't just for troubleshooting timesheet issues any more. When calling IS for assistance, the first call you make should be to the Help Desk. If you have any questions about this new process, contact Cathy Trigg at 573-751-8695.



Peggy Covinton, senior office assistant, is just one of the friendly voices you may hear when you call the Help Desk for assistance with an information technology issue.

Performance Plus Quarterly Results

Construction Cost Savings Incentive

MoDOT will be paying out \$110,996 in the Construction Cost Incentives to 316 employees in all ten districts for the quarter beginning Jan. 1, 2008 and

Project Scoping and Estimating Incentive

Employees in all 10 districts helped save MoDOT over \$47 million by ac-



ending March 31, 2008. These employees helped MoDOT save more than \$8 million from January to March by minimizing project cost overruns.

Sixty-three projects in 29 project offices achieved the Performance Plus Goal. Employees in Districts 1, 2, 3, 4, 7, 9 and 10 will be taking home \$400 in incentives while the employees in the other districts will be taking home \$250.

curately estimating project costs from January 2008 through March 2008. This results in approximately 430 employees receiving an estimated payout of \$106,682. Out of the 10 districts, 82.7 percent (67 out of 81) of the projects met the target of coming in one percent or less of the total STIP's construction estimates.

For more information about Performance Plus, visit www.mdot.mo.gov.

Coalition Announces Upcoming Convention

by Lauren Gress

After reaching their goal of less than 1,000 traffic fatalities a year early, the Missouri Coalition for Roadway Safety is looking forward to more successful years. To establish goals, share information and generate excitement, the coalition is sponsoring the Blueprint for Safer Roadways Conference on Oct. 27-29 at the Hyatt Regency Crown Center in Kansas City.

"This conference is a great way to build on and celebrate our past successes," said Highway Safety Director Leanna Depue. "We will continue to work on saving lives and preventing injuries, as well as sharing new information and best practices."

Several workshops and speakers have already been scheduled for the conven-

Missouri Coalition for Roadway Safety



tion. Half-day to half-hour workshops will address improving roadways for older drivers, public information successes, law enforcement programs, roundabouts, new technology, driver education, recent legislation and the Safe Corridor Program.

On Oct. 28, Director Pete Rahn, Colonel James Keathley of the Missouri State Highway Patrol and Romell Cooks, regional administrator for the National Highway Traffic Safety Administration, will be on hand to officially open the conference.

Each district will receive 10 complimentary hotel rooms for members of the Coalition. More information is available at www.saveMOLives.com

Missouri Roadsides and Streams Get Spring Cleaning

by Sandy Hentges and Kara Price

During the month of April, Missourians took a few hours to help make Missouri beautiful as a part of the annual No MORE Trash! Bash by picking up enough trash to fill more than 84,000 bags, nearly 10,000 more bags than last year.

MoDOT districts hosted events or clean-up activities to help improve the view along Missouri roadways and

streams and spread the word about a trash-free Missouri.

In the St. Louis area, elected officials helped MoDOT clean up a section of Interstate 55 and kids who attended the Take Our Children to Work Day were presented with eco-friendly messages. In the Northwest District several employees from the district office partici-

pated in a litter pick-up activity along one of the busiest interchanges in St. Joseph. MoDOT managers picked up trash in the Northeast District, while employees handed out anti-litter information to motorists at local drive-thrus and they put the flower made from recycled signs up at the district office.

Groups also picked up untold numbers of tires and other items too big to place in trash bags. Those who reported what they did received a No More Trash! lapel pin.

Cleanup crews included MoDOT crews, Missouri Department of Conservation Stream Team members and other employees, Adopt-A-Highway volunteers, incarcerated crews and countless others.

“Ultimately, we’d like to get people to stop littering altogether,” said Stacy Armstrong, roadside management supervisor. “We’re working with lots



of young people now and they can help change the future to make Missouri litter free.”

The more than 3,700 Adopt-A-Highway groups and 3,502 Stream Team volunteers spend countless hours on litter cleanup, but litter continues to line our roads and streams. With the money spent on litter cleanup, MoDOT could resurface many miles of roads, replace and repair bridges, improve habitats for wildlife and people and enhance parks and nature centers.

For more information about the No MORE Trash! Bash or litter prevention, visit our Web site at www.nomoretrash.org.

Slowing Down Can Save Lives and Money

Drive Carefully During the Busy Summer Travel Season

by Melissa Black and Sandy Hentges

With gas prices at an all-time high, and thousands of Missourians hitting the highway for the three-day Independence Day holiday and summer travel season, there are simple steps that can save your money and save your life – slow down and wear your seatbelt.

According to the U. S. Department of Energy, aggressive driving (speeding, rapid acceleration and braking) can lower gas mileage by 33 percent at highway speeds and 5 percent around town. The agency also estimates that, as a rule of thumb, drivers can assume that each 5 miles per hour they drive above 60 mph is like paying an additional \$0.20 per gallon for gas.

“The Fourth of July is the pinnacle of the summer travel season and the

height of highway construction as well,” said Director Pete Rahn. “Unfortunately, hundreds of people die in traffic crashes each year. In fact, the deadliest days of the year, in terms of traffic crashes, are the 100 days from Memorial Day to Labor Day. We urge all motorists to slow down, buckle up and ARRIVE ALIVE.”

In addition to helping fight the cost of record-high gas prices, slowing down also increases the likelihood of surviving a crash. According to the Insurance Institute for Highway Safety, in a high-speed crash a passenger vehicle is subjected to forces so severe that the vehicle structure cannot withstand the impact of the crash and maintain survival space in the occupant compartment.

Last year over the 100 days between Memorial Day and Labor Day, 285 people were killed and 2,286 were injured. Seventy percent of those killed were not wearing a seat belt; 38 percent of those killed were involved in a crash where speed was a contributing factor.

“Although our employees won’t be working over the holiday, it’s still important to watch for narrow or closed lanes and reduced speed limits in work zones,” Rahn said.

Be prepared this holiday and check out major construction projects in advance at www.modot.org, or by calling MoDOT’s customer service centers at 1-888- ASK MODOT (275-6636).

Drive Smart, Arrive Alive

- Slow Down!** – Follow speed limits to save fuel and lives.
- Buckle Up!** – Every trip, every time – safety belts save lives.
- Stay Alert!** – Dedicate your full attention to the roadway.
- Follow Signs!** – They’ll guide you through work zones safely.
- Expect the Unexpected!** – Watch for flaggers, workers and equipment.
- Pay Attention!** – Turn the radio down and don’t use your cell phone.
- Be Patient!** – Remember workers are improving the road for future travels.
- Don’t Drink and Drive!** – Impairment of any kind is unacceptable.
- Be Nice!** – Merge as directed, don’t tailgate and don’t change lanes in a work zone.

State Legislature Honors MoDOT Maintenance Crews

by Jeff Briggs

Your efforts to keep roads clear through this past winter’s snow, ice and floods did not go unnoticed. The state legislature was impressed, and honored MoDOT’s Maintenance crews with a House Resolution in April, officially thanking workers for going above and beyond the call of duty this season.

MoDOT crews were busy scouting flood conditions, closing overflowing roads and sandbagging low-lying areas in the spring. Before that, crews worked

long hours to keep highways clear of snow and ice. Maintenance crews put in 555,000 hours, including 215,000 hours of overtime. And they used enough salt – 320,000 tons – to fill Mizzou Arena in Columbia all the way to the top.

“To make things even more challenging, many of the weather emergencies hit on weekends or holidays,” said MoDOT Director Pete Rahn. “Our crews barely had a breather between winter’s ice and snow and the spring flooding.

“We’ve had to ask a lot of our employees these past several months, and they really delivered,” Rahn said. “I thank the legislature for recognizing the efforts of our great crews.”



HR Makes Changes to Several Employee Development Policies

From insurance, to paid vacation, to educational assistance, MoDOT offers its employees some of the best benefits offered by government agencies. To ensure that MoDOT is getting the most out of every dollar spent, MoDOT is looking to the resourcefulness of other government agencies and has recently added new provisions to the Personnel Policy Manual.

The policies affected are policy 6504 – “Educational Assistance,” policy 2000 – “Relocation Assistance” and policy 6502 – “Professional/Technical Work Certification/License and Job-Related Organizational Memberships.”

Effective July 1, any employee who qualifies for one of these benefits and then leaves the department within a certain timeframe will be required to repay the department for those expenses.

“By providing funds for these benefits, the department makes an investment and commitment to an employee’s development and growth while working for MoDOT,” said Senior Human Resources Specialist Matt Davis. “This requirement is a way to get some money back and spend it elsewhere to benefit the department.”

These provisions will not be applied retroactively to employees. For example, employees who are currently receiving tuition reimbursement will not be

obligated to repay any tuition expenses that have been reimbursed by the department prior to the effective date. However, once an employee submits a P-53 “Application for Educational Assistance” form after the effective date, the provisions for repayment apply.

Another change is that employees who apply and qualify for these benefits will now need to sign an agreement form that states that they will repay the department if they leave the department in their specific timeframe.

The revised policies can be viewed by visiting the Human Resources Division on the Intranet and then clicking on the Personal Policy Manual link in the Administration section. You can also review the “Recent Personnel Policy Change” document for these policies while in the Administration section to learn more about these changes. The newly created Agreement Forms (P-24 and P-25) are also available for your review under the Quick Links section “Forms.” Also, revisions were made to the existing P-53 “Application for Educational Assistance,” which can also be reviewed under the Quick Links section “Forms.”

If you have any questions regarding these policies, please contact your local Human Resources representative.

Five Things You Can Tell Your Neighbor About MoDOT’s Sign Shop

by Nathaniel Allen

Imagine driving on a highway without any road signs. Without continually looking at a road map you would have no idea where you were or how to get where you wanted to be. Signs, of course, do not just magically appear on highways. MoDOT is responsible for making and installing the signs you see on state highways.

Here are five things you can tell your family, friends and neighbors about MoDOT’s Sign Shop:

- MoDOT produces about 130,000 signs per year.
- The largest sign produced was 36 feet wide by 16 feet tall.
- MoDOT saves more than \$1 million annually by recycling signs.
- Sign life expectancy is 10 to 12 years.
- 3M, the company that MoDOT contracts with for sheeting, claims MoDOT is the largest user of electrocut film in the world.



Sign Shop Workers Ryan Kliethermes, Mike Montgomery and Ron Strickland, left to right, use the squeeze roll machine to apply reflective material to signs.

Cathy Morrison

July Service Anniversaries

35 Years		Michaelene A. Knudsen	CO
Willis C. Fee	D3	R. Berard Regan	CO
Lambert F. Gruenloh	D3	Janet M. Ruth	CO
Billy R. Evans	D6	Gregory E. Sanders	CO
Paul A. Newby	D6	Kevin J. Vollet	CO
Marjorie A. Frank	CO		
30 Years		10 Years	
Joseph K. Long	D3	Craig P. Curnutt	D1
Jerry W. Miller	D3	Heath E. Hartman	D1
Terry G. Duffen	D5	Sammy L. Hartung	D2
Wanda D. Jackson	D6	Bryan N. Moots	D2
Terry M. Smith	D6	Sean E. Unglesbee	D3
Joe N. Brown	D10	Kent D. Worthington	D3
Wendell Lockridge	D10	Harold L. Bishop	D4
Jean M. Carpenter	CO	Thomas J. Maiers	D4
Catherine A. Glover	CO	Robert P. Deardeuff	D5
Cynthia R. Kever	CO	Clarence L. Ray	D5
Curtis W. Stegeman	CO	Danny T. Emann	D6
		Tina K. Schmitz	D6
		Denise M. Thompson	D6
25 Years		Mark E. Truskoski	D6
Kevin E. Jenkins	D4	Chunlei Wang	D6
Rodney D. Norman	D4	Raymond C. Johnson	D7
Rowland K. Harmon	D7	Kevin L. McGlothlin	D7
Sharon K. Stacy	CO	Gary E. Sanders	D7
		Mark A. Adams	D8
20 Years		Janice M. Brite	D8
Madeline L. Tolliver	D1	Stephen E. McClellan	D8
Sherman Hale	D4	Christopher S. Spears	D8
Gary L. Branson	D6	Kristina L. White	D8
Jill A. Fettes	D10	Debra A. Pulley	D9
Gary R. Tangen	D10	David L. Wyman	D10
Freddie L. Taylor	D10	Mary Beth Anthony	CO
Robin J. Coble	CO	Kenneth L. Mathews	CO
15 Years		5 Years	
Thomas M. Colatrella	D1	Homer W. Rainey	D1
Jennifer A. Butner	D2	David R. Tombleson	D2
Tanya R. Dauma	D3	Elizabeth S. Duvall	D5
Erma J. Dunkeson	D4	Rodney J. Davis	D6
Randy W. Jones	D4	Michael A. Freeman	D6
Trent A. Brooks	D5	Rob A. Frese	D6
Charles E. Sharp	D7	Alexis Mays	D6
David M. Cissell	D8	Paul A. McClaine	D6
Thomas J. Geisler	D9		

Travis W. Bard	D7
Lyndell L. Greer	D8
Ronald L. Jones	D8
Kevin L. Lemons	D8
Scot A. Stephenson	D8
Narvel D. Bostic	D10
Ron A. Rehkop	D10
Bradley J. Bax	CO
Renee D'Alessandro	CO
John D. Jurgensmeyer	CO
Kelly S. Wilson	CO

May Retirements

Name	Location	Years of Service
Cheryl Browning	D1	23
William Hall	D2	28
Harold Megee	D3	29
John Myers	D3	35
Rolla Rentz	D3	7
William Carter	D4	29
Lary Duffey	D4	26
Randy Gilmore	D5	30
William Hawken	D5	29
Kenny Miller	D5	31
Maynard Buschmeyer	D6	20
Dean Couts*	D6	28
Gerald Griffitt	D7	29
David Dunn	D8	35
Ronald Noland	D8	30
Danny Bradley	D9	30
Dennis Doss	D9	29
Roger Owens	D9	34
Terry Roam	D9	30
Joyce Spalding	CO	19
Carolyn Hawks	CO	16
Danny Stephens	CO	31

*Dean Couts retired in April, but was accidentally left off that list in the June issue.

In Memoriam

Retirees		
James T. Stepp	D8	May 2
Leslie J. Dove	CO	May 4
Jeffrey A. Enslow	D7	May 7
Ralph H. Cowan	D6	May 10
Martin “Marty” C. Poffenbaugh	D4	May 12
Leland C. Henry	CO	May 19
Francis L. Adams	D1	May 24
Alissa C. Scott	D8	May 25
Harold E. Wolfe	D1	May 25
Carl E. Stevens	D5	May 27
Donald “Don” C. Thurmon	D4	May 30

Corrections

In the June issue of *Connections*, one of the recycled materials facts was incomplete. It should have read, “In 2007, MoDOT used more than three million tons of asphalt containing recycled material - about the weight of all the people in Missouri, Kansas, Iowa, Arkansas, Illinois, Oklahoma, Nebraska and Tennessee combined.”

In another article in the June issue, the URL address to MoDOT’s blog was printed incorrectly. It should be <http://modotblog.blogspot.com/>. Sorry for any inconvenience this may have caused.



Duty Calls: From Inspecting Airports to Flying Military Missions

by Nathaniel Allen, photos by Bryan Shelton

In his MoDOT life, Bryan Shelton is an intermediate multimodal operations specialist who uses his skills to inspect airports and make sure they are safe. In his military life, Shelton is using his expertise in Afghanistan as a pilot in the 303rd Fighter Squadron for the United States Air Force.

Shelton is one of 13 MoDOT employees who are currently on active duty and one of 49 employees who could be called for duty for a branch of the Armed Forces at any time.

Shelton has been keeping in touch with his MoDOT co-workers since arriving in Afghanistan. His first e-mail exclaimed “I made it!” and described the troubles and delays that caused Shelton’s already long trip to be longer.

However, there was an upside to Shelton’s travel delays. He got to spend an extra day in Philadelphia where he received a personal after-hours tour of the Liberty Bell and Constitution Hall. The next day he visited a Portuguese island in the Atlantic. Finally, at his last



transfer in Sicily, he got to “pig out on pasta and pizza.”

That all ended after he arrived in Afghanistan. Shelton spent a lot of time getting his operation set up and flying missions to support troops that were on the ground. The aircraft that Shelton flies is the A-10, a surface attack fighter that was designed for close air support for troops on the ground. He described his base as “an Old Russian installation that is surrounded by land mines. It is very smart to stay on the paved paths around the base,” Shelton said.

Shelton also described the base, pictured above, as being a city of its own. He does not know many of the people that are stationed with him, but there are more people on this base than on any base he has been stationed on in the United States. Shelton said that aircraft continuously fly in and out, “anything from attack fighters to Fed-Ex jets.”

Shelton’s squadron is four miles from where he sleeps so he has been running to and from work each day. Shelton said that it was a good way to get a work out and avoid taking the bus.

While Shelton could not talk specifics about his missions, he does believe that there is a lot more going on right now in Afghanistan than most people are aware of. “I think things are going much better here,” Shelton said. “Words really can’t explain this place. I mean I could type for hours and just begin to scratch the surface of the tip of the iceberg. It is amazing, beautiful, terrible, bizarre and interesting all at the same time. It is not just another country; it might as well be on a completely different planet.”

“We are extremely proud of Bryan,” said Multimodal Operations Director Brian Weiler. “His military skills have been very beneficial to MoDOT, and we look forward to his return.”

MoDOT is proud of all the employees that have served, are serving, or will serve our country. They, like Bryan, help make MoDOT a great organization.

Editor’s Note: At press time, Bryan had already sent a note saying he was waiting for his flight out of Afghanistan and was on his way home.



MoDOT Helps Bring History Alive

New Trailhead Provides Downtown Access to Katy Trail

by Nathaniel Allen

You may have noticed the construction work on Capitol Street, in front of MoDOT’s Central Office. What you might not know is MoDOT had substantial involvement in the funding and planning of the new Lewis and Clark Trailhead Monument, which was officially dedicated on June 4.

The monument is the product of a program called the Surface Transportation Enhancement Program, which offers states different options to enhance their transportation systems.

However, projects supported by transportation enhancement funds must fall

into one of 12 eligible categories. The Jefferson City project was identified as an eligible activity enhancing intermodal transportation. These categories generally involve projects that establish and improve pedestrian and bicycle pathways, improvements to historic transportation buildings and scenic beautification along highways.

“The city of Jefferson was awarded the funds of a maximum of \$700,000. These federal funds make up 80 percent of the total cost of the project,” said Transportation Planning Specialist Dion Knipp. “The other 20 percent of

the money came from local contributors.”

The trailhead provides access to the Katy Trail from downtown Jefferson City. It also illustrates the history of Lewis and Clark’s journey through this area of the state. Now, instead of parking at one of the trailheads at Cedar City or North Jefferson, people can access the Katy Trail from downtown.



Cathy Morrison

The monument showcases five bronze figures including Meriwether Lewis, William Clark, George Drouillard, York and Seaman the dog. They were sculpted by Sabra Tull Meyer.

for more info

Connections Editor
Phone
E-mail

105 W. Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102

Kristi Jamison
573.526.2482
kristine.jamison@modot.mo.gov

D1

Northwest

Dedication: Eagleville Welcome Center

Story by M. Elaine Justus, Photos by Shaun Schmitz

Memorial Day is a day to remember those who have gone before and also those men and women who have served our country in the armed forces. It was fitting, therefore, that we chose to dedicate Missouri's newest welcome center, the Eagleville Welcome Center, that same week. Why do we say that? It is an interesting story that begins with the

plaque. The wording of the plaque indicated that all of Interstate 35 in Missouri was forever dedicated to the memory of the 35th Infantry Division. Thanks to the efforts of Jefferson City, we were able to locate a copy of the original House Concurrent Resolution No. 28 dated June 10, 1969. With a little research, we found out the 35th Infantry Division is composed of



Metal silhouettes of bison and Native Americans adorn the hillside west of the new Welcome Center at Eagleville. They will ultimately be part of a walking trail planted with native grasses and wildflowers, fitting with the theme of Prairie Passage.

demolition of the old rest area at Coffey on Interstate 35.

MoDOT's goal, when we decided to build the new welcome center, was to keep our number of total facilities stable. That meant that to add one, we needed to subtract one. The Coffey building would be removed, but the paved area kept for truck parking. As we prepared the Coffey facility for demolition, our crews discovered a bronze



Representatives from the VFW and American Legion came from Bethany and Eagleville to provide the honorary color guard.



Major General Marvin Pierson of the 35th Infantry Division shared a moment of celebration with Jim Graff, a veteran of WWII and president of the 35th Infantry Association. Their newly unveiled bronze plaque is visible to the left.

Army National Guard units from Missouri, Kansas and Nebraska. Their consistent and valiant record of service began with the first World War, and continues to this day. From the Meuse-Argonne and Verdun to the Invasion of Normandy, the Battle of the Bulge, to Korea, Vietnam, to Iraq and Afghanistan, they have served heroically and suffered unimaginable losses.

for more info

Community Relations Manager
Phone
E-mail

Elaine Justus
816.387.2353
margaret.justus@modot.mo.gov

3602 N. Belt Highway
St. Joseph, MO 64506-1399



R.B. "Bob" Smith, interim director for the Missouri Division of Tourism, spoke to the group about the history of the welcome center project.

The decision was made that on May 30, we would re-dedicate Interstate 35 to them in a formal ceremony as we opened the New Welcome Center. Representatives from the current 35th Infantry Division came, and so did members of the 35th Infantry Association, composed of veterans from as long ago as World War II. The Veterans of Foreign Wars and American Legion members from the Bethany and Eagleville area provided the color guard.

Northwest District Engineer Don Wichern acted as Master of Ceremonies for the event, which attracted a large crowd. MoDOT's Director of System

Management Don Hillis also spoke to the gathering as did R.B. "Bob" Smith, interim director of the Missouri



Northwest District Engineer Don Wichern was the master of ceremonies for the dedication. MoDOT's Director of System Management Don Hillis (behind Don) also spoke.

Division of Tourism. In addition, a number of elected officials or their representatives were there to celebrate, too.



Steve and Nancy Hofmann helped Don unveil a plaque mentioning their names.

Steve and Nancy Hofmann of Lamoni, Iowa were also present for a second, very special unveiling. They are the original owners of the land on which the welcome center sits. The one requirement they had for the sale of the property was that a plaque crediting them with the original ownership be placed somewhere in the center. Their request was honored



More than 150 people were present to join MoDOT and the Missouri Division of Tourism at the opening of Missouri's newest welcome center located just south of the Iowa state line on Interstate 35.

and their contribution recognized by everyone in attendance.

D2

North Central

District 2 Expands Contract Mowing this Summer

by Tammy Wallace

Mowing state right of way is a task MoDOT has been doing practically since the inception of the department. A nice mowed right of way keeps our roadsides looking beautiful as motorists travel the busy highways. Unfortunately, mowing is also a very labor intensive task for our maintenance crews.

For that reason, last year the district piloted a program for contract mowing. The pilot program let one contract to mow Route 65 from the Pettis County line to Marshall. The pilot was so successful that this year the district advertised eight separate contracts for bid.

The district received very good bids on five of the eight contracts, increasing our contract mowing by five times what was done last year.

Forty-two miles of roadway, and 318 acres of right of way will be mowed this summer by contractors. They are required to mow during the last two weeks of June before the July 4 holiday,

and again the last two weeks of August prior to the Labor Day holiday.

These mowing contracts are so appealing because the contractors will have first rights to hay the right of way within the contracted sections.



Although our maintenance crews do a great job mowing, it's very labor intensive and takes them away from other necessary work.

The contracted routes are: Route 65 and 20 in Saline County, and Route 36 in Linn and Livingston counties.

According to Operations Engineer Travis Wombwell, the district could possibly award even more mowing contracts next year.

ADA Sidewalk Inventory Complete

by Tammy Wallace

MoDOT team members recently completed a project to assess the condition of all sidewalks in the district. The team was proud that they were the first district to complete the task.

According to Stefan Denson, senior civil rights specialist, "Title II of the Americans with Disabilities Act of 1990 requires MoDOT to make its programs and services accessible to persons with disabilities. This assessment allows the department to anticipate and correct problems in advance." The information provided by the district will assist Stefan and his group in their statewide sidewalk assessment.

Several employees were involved in the project. Resident Engineer James Gillespie, who coordinated the field effort, said it was a three-phase process. The first phase required Maintenance superintendents to locate all sidewalks in their area and document the locations.

That information was sent to the right of way department, which handled the second phase, searching records to establish which sidewalks were the responsibility of MoDOT to maintain.

Once right of way compiled the list, James began phase three - coordinating the field inspections, assigning inspectors, collecting the data to input into the database and making sure each location had been inspected.

Prior to the team beginning the inspections, Jefferson City provided training on exactly what the inspectors were looking for.

When it was all said and done, 1,021 sidewalks in the district had been located, ownership established, inspected and the results documented.



Senior Construction Technician Jarod Kehr runs through the checklist in assessing this sidewalk.

James said one of the most interesting aspects was seeing the location of some of the sidewalks. "In some of these smaller towns there would be sidewalks running right into a field with nothing around them," said Gillespie. "At one time I'm sure there were houses along the sidewalks, but now there is only a sidewalk in a field."

Along with James and the maintenance superintendents, others working on the project were: Ray Schneider, Brenda Harris, Carla Farrington, Eldon Jones, Kathy Hepworth, Bob Hughson, Jared Kehr, Charles Langewisch, Tim Sims, Jeff Alfrey, Joe Carter, Jackie Albright, Ron Watts and Jon Kerns.

Everybody Recycles These Days - Even MoDOT!

by Travis Wombwell and Tammy Wallace

Last year after the major Route 36 rehabilitation, the district was left with more than 7,000 cubic yards (10,000



tons) of concrete material removed from the roadway. A statewide contract for concrete slab recycling will take that

waste material and use it to improve roadway shoulders. Maintenance Liaison Engineer Mike Shea put the statewide contract together, and Cecco, Inc. of Mountain Grove won the bid to recycle the concrete material into base rock.

Cecco recycled the concrete slabs at a cost of \$6.80 per ton. When you compare that to the \$11 per ton purchase price for new material, the department realizes a savings of \$43,000.

Left: Mounds of concrete slabs are left over.

Right: The crusher sorts the aggregate into various sizes to reuse on district.



Central Office Maintenance division contributed nearly two-thirds of the contract cost and Maintenance Superintendent Brad Gates covered the remaining cost to obtain the material. Additional funds will return to the district if the removed steel can be sold.

To put in perspective how beneficial this recycled material is, Brad would typically be able to afford only about 1,500 tons of shouldering rock per year if purchasing new material. However, with the reduced costs and help from Central Office, he was able to get more than six years' worth of rock all at one time. This will allow him to finish entire shoulders instead of only addressing the worst locations along a given roadway. Brad plans to use some of the rock on the shoulders of Rte. 190 west of Rte. 65 in Chillicothe.

How the operation works is that the concrete slabs are loaded into the crusher and crushed, with any steel in the slabs being pulled to a magnet on the crusher. Beneath the crusher are two screens; the top one has two-inch openings and the bottom one has one-inch openings. The aggregate that passes through both screens is conveyed to one pile, aggregate that is retained on the one-inch screen is conveyed to another pile, and aggregate that is retained on the two-inch screen is sent back through the crusher.

This recycled material will go a long way to upgrade rock shoulders in the district, which improves safety, enhances the appearance of our roadways, and of course, is environmentally friendly.

for more info

Community Relations Manager
Phone
E-mail

Route 63
P.O. Box 8
Macon, MO 63552

Tammy Wallace
660.385.8209
Tammy.Wallace@modot.mo.gov

D3

Northeast

Buried Treasure, Mates?

Ben West and Mary Bryan may not have been full of gold, but the ship and the ferry, respectively, are part of Washington history. Their quests ended tragically at the bottom of the Missouri River, but MoDOT now quests for knowledge about other historical possibilities that could impact the location of a new bridge on Route 47 at Washington. According to Bob Reeder, Ph.D., and historic preservation manager for MoDOT, environmental and location studies are important because of the effects those significant events, such as shipwrecks, may have had on the area. “We intend to discover as much as we can from the community as well as historians as we work on the environmental and location studies for a new bridge in the area,” Dr. Reeder said.

Last month, MoDOT held its first public meeting inviting area residents to share their concerns about the environmental impacts of a new bridge on Route 47 near Washington. Working with St. Louis District Area Engineer Judy Wagner and the central office environmental team led by Matt Burcham, Northeast District Transportation Project

Manager Rick Domzalski explained the process to those in attendance, emphasizing the need for their input. Realizing that funding was not available for a new bridge, a group of individuals from the region last year formed the Highway 47 Bridge Committee to seek out their options for making a new bridge a priority. “The local committee has already done a lot of ground work for us by educating the public and key individuals on the process necessary to move forward on the project,” Rick explained.

The displays are posted online on both the Northeast and St. Louis District Web sites, and those interested can submit comments online.

While MoDOT doesn’t expect to find any gold or other items of monetary value during the study, there is always the possibility of other types of “buried treasure.”



Transportation Project Manager Rick Domzalski visits with Paul Hackbarth from the *Washington Missourian* newspaper during the environmental and location study public meeting last month.

The Elsberry High School cheerleaders have been shouting their “Arrive Alive” cheer for about a year now, so when they were given the opportunity to record a radio public service announcement, they ‘jumped’ at the chance! The spot is airing on several stations and focuses on the ‘Click It or Ticket’ message.



for more info

Community Relations Manager Marisa Brown
Phone 573.248.2502
E-mail marisa.brown@modot.mo.gov

Route 61 South
P.O. Box 1067
Hannibal, MO 63401

Route 79 to Open With a “Bang”

Before Fourth of July, motorists who travel on Route 79 north of Louisiana will have more than Independence Day to celebrate. They will have access to the scenic byway after its been closed for almost three months.

Since the April 9 closure, MoDOT has been working diligently to figure out the best option to repair the road after a section of it cracked, then slid down the hillside a few weeks later.

“We were aware of the slope instability at this location, and were in the scoping process to add a repair project to the STIP when the failure occurred,” said Transportation Project Manager Chris Knapp. Tom Fennessey, Central Office geotechnical engineer, investigated the slide and presented several repair alternatives to the project core team.

After looking at the options, Chris explained what was being done to repair the road. “We’re excavating the

slide debris and loose material to reach the underlying shale,” he explained. “The shale material will provide a suitable foundation on which to build a reinforced aggregate wall. Construction of the reinforced aggregate wall will consist of placing 18-inch thick layers of compacted aggregate, with geosynthetic reinforcement material between each layer.”

On May 29, MoDOT awarded a contract for \$229,417 to Boone Construction Company out of Columbia to repair the road and open it before the Fourth of July holiday. “Our team immediately went to work to design a plan that would fix the problem quickly, and provide a long-term solution,” District Engineer Paula Gough said.

The MoDOT team worked closely with the Department of Conservation, state and county officials, area residents and the public during the repair process.



Justin Dwight and Tom Shrum, inspectors for MoDOT’s Northeast District, oversee the rebuilding of Route 79 north of Louisiana after the road split and slid down a large hill.



In June, the Mississippi and Des Moines rivers began flooding in both Iowa and Missouri. Several communities along the Mississippi River in Missouri began extensive sandbagging efforts to build up and secure levees in communities throughout the Northeast District. MoDOT crew members worked 24/7 to build a berm along a new section of U.S. 61 in Clark County where a levee break forced water up to the road. At press time, more than a dozen roads and bridges were closed in northeast Missouri, with potential for more to come. MoDOT assisted several communities by hauling sand for sandbagging and gravel to raise roads. In addition, MoDOT worked closely with both Iowa and Illinois departments of Transportation to manage traffic when bridges were closed.

D4

Kansas City Area

Michael York, More Than a Co-Worker, a Friend

by Kerri Lewis

It was a sad day on Wednesday, June 11 when long time employee and friend, Michael York, was struck and killed by a tractor-trailer while performing light pole inspections along Interstate 670 in the southwest corner of the downtown loop in Kansas City. No one could have expected the news when it came and as one team, we are saddened by his loss.

Mike had been with MoDOT for more than 27 years and is described as a funny guy with a zest for life. He worked as a Maintenance supervisor for the lighting department, and at the age of 51, was taken much too quickly. He will be remembered for his sense of humor and his willingness to do his job. His co-workers have said, “Mike didn’t care what kind of job you gave him. He didn’t run from work and never complained.”

Mike grew up in the Raytown area, lived on a 40-acre place in the country near Drexel, with his two Labrador retrievers and German shepherd. He recently bought a Harley Sportster (his first motorcycle) and was looking forward to taking the motorcycle test so he could save money commuting to work and back. During the winter, York plowed snow out of the Archie maintenance building, covering many of the roads near his home and keeping the highways safe for his neigh-



Maintenance Supervisor Michael York, age 51, was struck and killed on June 11 while working in the field.



bors. His co-workers, family and his many friends will sadly miss him.

“Mike was a dedicated worker and part of the MoDOT family. We mourn his loss. We have been in contact with the family and continue to support his family and friends during this terrible tragedy.”

~ Beth Wright, district engineer



“Mike was a wonderful co-worker and always full of life. He will be greatly missed. My thoughts and prayers go out to the family.”

~ Melanie Lanigan

“Mike was the best worker in our shop. He is already missed. I laughed this morning remembering things he did. We all miss him greatly. Our shop will never be the same. I see him now, riding his Harley in heaven. Our thoughts and prayers go out to all family and friends.”

~ Dave Osborne

“He was a very loyal MoDOT employee — dependable, one of the best. It’s hard to believe something like this happened. Safety is something we preach at MoDOT.”

~ Wally Shelton

“Mike was more than just a co-worker, he was a friend. He was like a brother to me.”

~ Stuart Stroud

“My deepest sympathies go out to the entire York family. I worked with Mike for many years at MoDOT and will always remember his strong convictions, especially his faith. He will be missed. God bless all of you during this time of sadness.”

~ Sabin Yanez

“I will never forget the good times that we shared together when we were working. Mike will be in my heart for the rest of my life, he is just one step ahead of me. God Bless his family and friends.”

~ Art Gonzalez

The Highway Patrol Adds Motorcycles to Fleet

by Kerri Lewis

The Missouri State Highway Patrol has enhanced its fleet of vehicles by adding Harley-Davidson FLHTP Electra Glide Police Motorcycles. The dark “peace officer” blue motorcycles will be used to focus on enforcement and traffic safety in areas known for congestion, high volume traffic and those undergoing construction. Each of these locations makes it difficult for a standard patrol car to maneuver. The motorcycles have been assigned to different areas throughout the state, with two in the Lee’s Summit area,

three in the St. Louis area and two in the Springfield area.

During a news conference in June, Colonel Keathley, Missouri State Highway Patrol, and Perry Allen, District 4 Construction and Materials engineer, spoke to the community about the importance of safety.

“The patrol is in the business of saving lives,” said Col. Keathley. “Our agency continually searches for innovative ways to deliver the best service possible to the people of Missouri.

Adding motorcycles to our fleet will assist us in fulfilling our mission of service and protection to the public. The pilot program will help us evaluate the potential impact of using motorcycles to enforce traffic laws and increase safety for the motoring public.”



Perry Allen, District Construction and Materials Engineer, highlighted the importance of safety in work zones.

for more info

Community Relations Manager
Phone
E-mail

Kristy Hill
816.622.6327
kristy.hill@modot.mo.gov

600 NE Colbern Road
Lee’s Summit, MO 64086

D5

Central

Connecting Past and Present Celebrating New Trailhead in Jefferson City



Cathy Morrison

Thomas Jefferson, Meriwether Lewis and William Clark join other dignitaries to listen as District Engineer Roger Schwartz talks about MoDOT's involvement in the new Lewis and Clark Trailhead Plaza in Jefferson City. They gathered for the June 4 ceremony to mark the unveiling of the new plaza, which was partially funded with federal transportation enhancement funding. The plaza is the trailhead for the nearby Katy Trail. It is also located close to three major U.S. highways and the local Amtrak train depot.

New Bridge Opens in Cooper County

Small projects mean just as much to local residents as the big ones do, and the new Lamine River Bridge on Route 135 in Cooper County is a perfect example.



Cathy Morrison

Assistant District Engineer Eric Schroeter joined local officials to cut the ribbon for the new Lamine River bridge.

Route 135 runs from Interstate 70 south to the Pettis/Cooper County line, and eventually connects to U.S. Route 50. The Lamine River flows under the highway about three miles northeast of the county line, in an area primarily filled with farms and unincorporated villages.

The previous bridge was built in 1959, and was in poor condition and prone to flooding. It had two 10-foot lanes and an overall width of 22 feet. It was approximately 300 feet long.

Work on the new bridge began in De-

cember 2007. The new bridge is wider, longer, and designed so that flooding will not occur as often. There are two 13-foot lanes and an overall width of 29 feet. The bridge is 314-feet long and the south end was raised approximately seven feet.

While work took place, the bridge was closed and motorists had a 16-mile detour around the area. But the bridge was finished on time and under budget, and opened in mid-May 2008.

Lehman Construction, LLC, of California, Mo., was awarded the project, which cost approxi-



Holly Dentner

The Lamine River Bridge on Route 135 in Cooper County. mately \$1.6 million.

At a ribbon cutting ceremony on June 10, Assistant District Engineer Eric Schroeter thanked local residents for their patience during construction. Approximately 25 people came out to see the new bridge and celebrate the benefit it will have on the communities that surround it.

for more info

Community Relations Manager
Phone
E-mail

1511 Missouri Boulevard
P.O. Box 718
Jefferson City, MO 65102

Kristin Gerber
573.522.3375
kristin.gerber@modot.mo.gov

Residents Turn Out for Route 65

by Holly Dentner

Three years ago, the Missouri Department of Transportation began a study to determine how to improve a section of Route 65 in Benton County.

The study area stretched from south of Route 52, through the city of Lincoln, to south of Route 7 near Warsaw. The study's purpose was to find a way to improve safety and traffic flow on Route 65 and enhance connectivity on the busiest highway in Benton County.

MoDOT has worked with the communities in the area and determined a preferred alternative for improving Route 65. More than 125 people attended a public hearing on June 3 to gather input about the proposed highway design.

"This project will go a long way toward improving safety and traffic flow for the section of Route 65 between Sedalia and Warsaw," said Nicole Kolb Hood, project manager. "Many community members at the public hearing were enthusiastic about the improvements and eager to see the work start as soon as possible."

MoDOT plans to widen Route 65 north of Lincoln by constructing two additional lanes to the east of the existing lanes with a 60-foot median. The new



Holly Dentner

Benton County residents check out their properties on a strip map that showed an overlay of the new Route 65 on top of the existing highway.

lanes would handle northbound traffic and the existing lanes would be reused as the southbound lanes.

Through Lincoln, Route 65 would be widened to a five lane, undivided route with two northbound lanes, two southbound lanes, and a center turn lane.

South of Lincoln, two additional lanes will be constructed with a 60-foot median. Several transitions would be used to switch between an eastern widening and a western widening for this portion of the highway.

"We will continue working on design plans through 2010," said Hood. "Construction on the new highway would begin in 2010 and tentatively complete by 2012."

Spreading the Word, Making it Click!

Sixteen Central Missouri law enforcement agencies cracked down on unbelted drivers during this year's Click It or Ticket campaign, from May 19-June 1. The Missouri State Highway



Cathy Morrison

Intermediate Traffic Studies Specialist Tamara Pitts demonstrated the seat belt convincer at the news conference on May 19.

Patrol's Troop F reported that their officers stopped 426 vehicles during that time and made 169 arrests for failing to wear a seat belt and three child restraint summonses.

"Buckling up can save your life in a traffic crash," said Matt Myers, central region coordinator for the Coalition for Roadway Safety. "It's a simple as that, but we still face too large a percentage of people who

don't wear one and put themselves at risk. We use programs like 'Click It or Ticket' to get that message out there and hopefully change their behavior."

In addition to enforcement efforts, the Central Region group also held a news conference on May 19 where the Coalition demonstrated the Highway Patrol's seat belt convincer and rollover simulator. Both offer excellent visual and physical evidence of the force involved when a vehicle is in a traffic crash.

As of June 1, 365 people have lost their lives in traffic crashes on Missouri roads this year. In the Central District, 36 have died this year, and 21 of them, 58 percent, were not wearing seat belts.



Cathy Morrison

District Traffic Engineer Matt Myers reminds motorists that buckling up is the shared responsibility of everyone on the road.

D6

St. Louis Area

MoDOT TRAC Day Gives Students Valuable Learning Experience

by Shirlyn Myles

District 6 hosted its Eighth Annual TRAC Day event on May 15. The event took place throughout multiple sites within the district's area locations including the Administrative building, Transportation Management Center, and CNG facility. Approximately 28 students and four teachers from Construction Career Center High School and Riverview Gardens Senior High School were greeted by newly appointed Assistant District Engineer Bill Schnell, who also presented the outstanding achievement award to CCC's Serenity Breeland of CCC and Riverview Gardens' LaMarkus M. Bragg. After the presentations, the students split up into groups to participate in hands-on activities emphasizing a career in civil engineering.

The activities included surveying demonstrations where MoDOT volunteers provided equipment for students to experience land surveying. The Materials department provided students with concrete molding to create bricks while learning about how materials are tested for durability. The Design department presented computer module simulation where students sat at a computer station and ran through traffic scenarios acquiring a better understanding of how design teams function. Students also created their own signs and learned how traffic signs are made and why they are important.

Other activities included touring the TMC, light and signal demonstrations, as well as an Operation Lifesaver presentation and video. Students had the opportunity to participate in fun outdoor activities, including Motorist Assist mobile demonstration, a Mobile Emergency Response Operations Center tour, and Fatal Vision goggles and Seat Belt Convincer simulations.



Alan Sutton, survey technician for District 6 Design department, performs surveying demonstrations for students on TRAC Day.

"The students at TRAC Day showed a lot of interest in what MoDOT accomplishes on a daily basis," said Betherny Williams, CCC TRAC volunteer. "The concept of what MoDOT does every day was presented very well."

This year's TRAC Day was a great success thanks to all its volunteers with their hard work and dedication to this significant program. The volunteers include: Betherny Williams and Jermy Johnson, CCC TRAC volunteers; Gail Cutts, Riverview Gardens' TRAC volunteer; Shirlyn Myles, TRAC Coordinator; Elizabeth Reed, Regional TRAC Director; Sergeant Al Nothum, Missouri State Highway Patrol-Troop C; Motorist Assist staff; Linda Darden; Shawn Edmonds; Norman Gentry; David Henroid; Rose Larocco; Steven Lockett; Andrew Markiewicz; Dennis Mazur; Catherine Morrison; Sara Nelson; Edith Richardson; Jennifer Riegel; Kelsey Sand; Lucy Smith; Terry Smith; Patricia Weekley; and Kristy Yates.

Thank you volunteers for helping make TRAC Day a great learning experience for these high schools.



for more info

Community Relations Manager Yvonne Elliott
Phone 314.340.4524
E-mail Yvonne.Elliott@modot.mo.gov

1590 Woodlake Drive
Chesterfield, MO 63017

District 6 Introduces New Work Life Center

by Kara Price

There is a new addition to District 6 – its new Work Life Center (located on the first floor in the District Office) to serve employees from the day they are hired through their retirement years. One of its many objectives is to assist employees and retirees in their professional and personal development, creating greater balance between their work and personal lives.

The WorkLife Center is a great resource for employees and retirees to



send interoffice e-mails and research departmental information.

"Our Work Life Center combines various departments into a common area with common goals creating a united team to serve employees," said Ed Has-singer, District 6 engineer.



District 6 celebrates its new Work Life Center at an open house in May.

apply for new positions, update their resumes, enroll in training courses, and search the MoDOT Intranet for job openings, using some of its many tools. The center also provides services for personal development, including special training and certifications.

Located in the center is an assortment of valuable information to assist employees and retirees with acquiring

The WorkLife Center's common area offers a full range of resources from key departments, providing services and program support for the following:

- 1) Human Resources - New, existing, and retired employee services:
 - Recruitment, Orientation, and Training
 - WorkLife Benefits
 - Mentoring

- 2) Benefits/Payroll - Access resources:
 - Payroll
 - Employee/Retiree Benefits
 - Employee Reimbursement
- 3) Risk Management - Acquire information:
 - Safety Training and Education
 - Safety Literature
- 4) Information Systems - Computer Access:
 - Internet/Intranet
 - IS Support and Services



Employees utilizing the Work Life Center's resources.

information for professional and personal use, including MoDOT benefits, employee assistance programs, schools and scholarships, community organizations and more.

Computers are available to access employee benefits, research participating doctors, update the benefits package,

Work Life Center Contact Information:
1590 Woodlake Drive
Chesterfield, MO 63017
Phone: 314-340-4115
Fax: 573-526-0089
Email: D6worklife@modot.mo.gov

D7

Southwest

Fear 13 No Longer

Completion of highway creates four lanes from Springfield to Kansas City

by Lori Marble

Triskaidekaphobia is the fear of the number 13. Builders sometimes skip numbering a floor 13. Superstitious workers stay home on Friday the 13th, fearing some calamity if they venture out.

With the completion of the final four-laning of Route 13 between Kansas City and Springfield last month, the fear of 13 – as it applies to roadways – has been greatly diminished. The Southwest District celebrated this long-awaited event with a ribbon cutting on May 30 in Collins.

“Today we commemorate providing the size and type of roadway motorists expect to find connecting the second- and third-largest metropolitan areas in Missouri,” said District Engineer Becky Baltz.

Route 13 was established as part of the Centennial Road Law of 1921.

The Route 13/7 Coalition was a force behind MoDOT’s decision to commit to the Route 13/7 corridor between Harrisonville and Springfield. The coalition chairman, Dick Fleming, attended the ribbon cutting ceremony.

The Collins project, including right of way, cost \$26.5 million. Ideker, Inc. was the prime contractor on the project located approximately a quarter mile west of the original Route 13.

“This is a landmark project, and I want everyone to remember one thing. Like all grand projects, they’re never really complete. This isn’t the end of the Route 13 project,” said Baltz.

Upcoming Route 13 projects:

- District 8 is preparing to rebuild the original lanes in Greene and Polk counties,
- District 7 is preparing to add interactive signing in Lowry City,

make intersection improvements and add signing in Osceola,

- District 4 will complete surface work this summer on sections of Routes 13 and 7.

Providing perspective to the Route 13 project and its importance to the state were program speakers Director Pete Rahn, U.S. Senator Kit Bond and Missouri Senator Delbert Scott.



Bob Edwards

Pete Rahn addresses the crowd at the Route 13 ribbon cutting ceremony.

for more info

Community Relations Manager Lori Marble
Phone 417.629.3300
E-mail lori.marble@modot.mo.gov

3901 E. 32nd Street
Joplin, MO 64804

Crews Mow District in Seven Days

by Wendy Brunner-Lewis



Larry Myers

Joplin Senior Maintenance Worker Kenny Shallenburger mows Route 66 outside of Joplin.

“Great ability develops and reveals itself increasingly with every new assignment.”

~ Baltasar Gracian, 17th century author

Surprising even themselves, District 7 maintenance crews completed 6,940 miles of mowing on major and minor routes in just seven days in May, two days earlier than the district’s goal.

Maintenance crews were challenged this spring to make mowing a priority and complete all routes in nine days, even though they were using approximately half the 106 mowers they had in the past and they were to earn no overtime.

“The employees were guarded and a little skeptical when we presented this challenge at our spring meetings,” said Maintenance Engineer Mike Dunseith. “They felt the goals were tight and that everything would have to fall into place perfectly for it to work.”

But work it did. Some crews tested various work schedules to determine

the best approach to achieve more efficient mowing without working overtime. All the mowing was done Monday through Friday, with the understanding that if crews got behind, they would work Saturdays and Sundays as needed. It wasn’t needed.

Crews also discovered it was more efficient to mow in large loops, mowing route by route. Crews stayed on one side of the road covering several routes in their area before they went to the other side of the road to mow. That reduced the amount of backtracking and travel time.

Crews began mowing minor routes on May 9, and 5,729 lane miles and 4.6 days later, minor roads were finished. They started mowing major routes on May 19 and completed 1,211 miles (sight distance plus all median mowing) in two days.

“Our crews took a great attitude and worked hard to make this process work,” Dunseith said.

Wrecked, Recalled Child Safety Seats Wanted for Crush Event

by Wendy Brunner-Lewis

Did you know that more than 80 percent of all child safety seats are installed incorrectly? Did you know that many car seats are recalled each year because they are unsafe, but the word never gets to the parent or guardian?

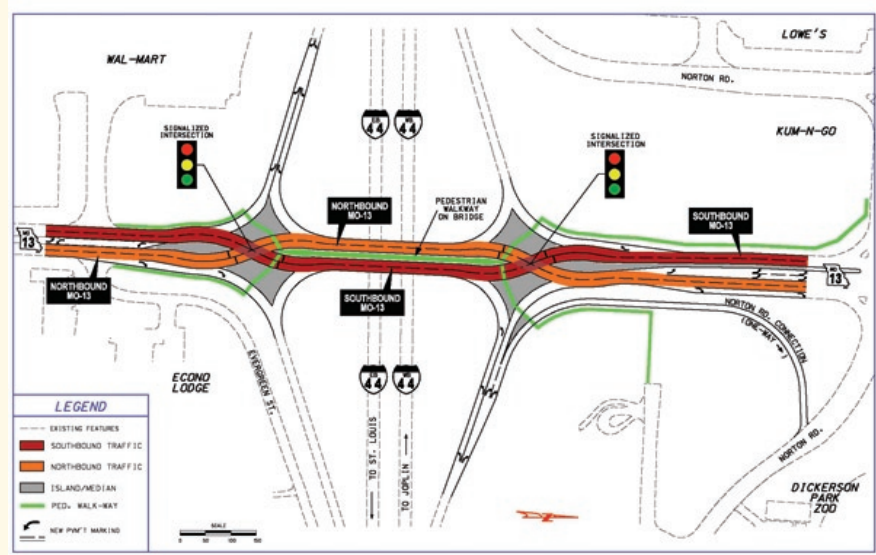
The MoDOT Southwest District Office is collecting broken, recalled and old child safety seats for a Car Seat Crush on Sept. 23. The event kicks off Child Passenger Safety Week on Sept. 21-27.

We plan to place all the rejected child safety seats in a pile and then crush them with a giant yellow, extra-heavy duty truck.

For more information about this event or directions to the MoDOT facility where you can drop off your safety seat, please call our toll-free customer service hotline at: 1-888-ASK-MoDOT (1-888-275-6636).

D8

Springfield Area



First-in-USA Design Planned For I-44/Route 13 Rebuild

by Bob Edwards

The planned “diverging diamond” interchange at Interstate 44 and Route 13 in Springfield – the first place the European design will be used in the United States – is aimed at reducing congestion and improving safety in a quicker and cheaper reconstruction than more conventional interchange projects.

With a diverging diamond design, the opposing lanes of Route 13 will criss-cross at traffic signals at the ends of the bridge over I-44. Crossing the bridge, oncoming traffic will be on the right, separated by concrete barriers and screening.

This will give left-turning vehicles on Route 13 a “free left” to the I-44 on-ramp. At the same time, Route 13 traffic will be able to travel more steadily THROUGH the interchange.

A public meeting June 24 at the Ozark Empire Fairgrounds displayed plans for the project. District 8 leaders are explaining the project in public appearances and through the news media.

Work on the project is scheduled to take place in 2009, with completion late in the year.

Diverging Diamond Advantages:

- The project will use the existing bridge. Construction can be completed in about six months, not the one-and-a-half to two-and-a-half years required for a standard reconstruction.
- Cost is estimated at \$2.5 million – one-third the cost of a standard interchange.

- Traffic models predict that 35 percent more vehicles on Route 13 will be able to move through the interchange when the signal is green.

- Right-angle crashes (from Route 13 onto I-44) eliminated and rear-end crashes reduced.

MoDOT is looking at using the diverging diamond interchange elsewhere in Springfield and other locations in the state. Other states are considering it as well. The design is in use in Europe.



D8 at Work

Ozark Senior Maintenance Workers Dewayne Coffey, left, and Lee Long (top photo) along with Marshfield Maintenance Crew Leader Wes Hawkins chip seal on Taney County Route F at Route 65.

Drury Maintenance Worker Zach Priemore (middle photo) is part of a patching operation on Ozark/Douglas County Route JJ.

Traffic Operations Engineer Leo Cologna, Transportation Project Designer Stacy Reese, middle, and Senior Highway Designer Sharon Herron (bottom photo) work on final plans for the diverging diamond interchange coming to I-44/Route 13.



Bob Edwards

Design, Mechanic, Maintenance Veterans Retire

by Angela Eden

Senior Design Technician Dayna Aust

Service: 24 years (Hired May 1, 1984)

Career: Design technician, 1984-1991; intermediate design technician, 1991-2000; senior design technician, 2000-2008

Memorable Experience: Working on design plans for four-laning Route 65 in Christian/Taney counties; plowing snow for Fordland and Springfield

Biggest Change: Using computers to design projects rather than the manual method using T-squares and triangles.

Quote: “I enjoyed plowing (snow). The night crew is a special breed. There’s a lot of camaraderie.”



Aust

Post-MoDOT Plans: Laying low the first year, then a bike trip or two, visits to national parks

Ozark Area Senior Equipment Technician Tim Eakins

Service: 31-1/2 years (Hired Jan. 1, 1977)

Career: Crew worker, Ozark Maint., 1977-1980; mechanic helper, Ozark/Springfield, 1980-1987; field mechanic, Camdenton, 1987-1998; field mechanic, Springfield/Ozark, 1998-2008

Memorable Work: Enjoyed helping maintenance crews on little and big jobs to keep equipment running

Biggest Change: More communication, cooperation among work units to get work accomplished more efficiently; more electronics, computers in equipment adding to efficiency

Quote: “Every job whether small or large is satisfying to get it done.”

Post-MoDOT Plans: Spending time



Eakins

with wife Joella and family; camping, fishing

Ava Senior Maintenance Worker Danny Johnson

Service: 34 years (Hired July 1, 1974)

Career: Crew worker, Goodhope, 1974-1997; intermediate crew worker, Goodhope, 1997-2004; senior maintenance worker, Goodhope, 2004-2007; senior maintenance worker, Ava, 2007-2008

Memorable Work: Working close to home, helping people in his community

Biggest Change: Better equipment and working four 10-hour days in summer

Quote: “I’ve had good people to work with and didn’t really mind going to work.”

Post-MoDOT Plans: Enjoying his family, playing bluegrass music, raising beef cattle

Also retiring:
Lebanon Senior Maintenance Worker Sammy Decker



Johnson

for more info

Community Relations Manager
Phone
E-mail

3025 E. Kearney
P.O. Box 868
Springfield, MO 65801

Bob Edwards
417.895.7713
robert.edwards@modot.mo.gov

D9

South Central

Route 60 Growing Through Three Counties End of 2009 Commitment for Completion

Three counties along the southern edge of the South Central District have seen a lot of progress already. This construction season promises even more as the expansion of Route 60 to a four-lane facility is beginning to take visible shape.



Contractor crews drive pile for the Jam Up Creek Bridge, east of Route OO in Shannon County.

Talk of how the lane additions switched from one side of existing travel lanes to the other, what properties had been acquired and other details confined to paper has now shown evidence along the road. Excavation, grading and even some paving have proven that the expansion is real and residents will be enjoying it soon.

The first discussions regarding expanding Route 60 took place in the early 1990s. Environmental impact statements came in 1992 and how the expansion should be pursued was determined. Not until the late 1990s did the first evidence appear when work “between the 21s” and the upgrading of the Willow Springs bypass got under way. A true measure of success was the 2005 Gateway to

the Ozarks celebration when the Route 60/63 directional interchange opened to traffic. There is still a lot of work to do.

The original commitment date for closing what has become known as the 59-mile gap was 2010. Resident Engineer Phill Knott said he looks forward to an early completion – by the end of 2009.

“Several factors have gone in our favor,” he said. “We made a lot of headway last construction season and the entire corridor came under contract in February when the Missouri Highways and Transportation Commission approved the final two projects.”

This construction season is already moving forward and promises to be a busy one as well. So busy in fact, work in all three counties was viewed as significant enough to make the top ten work zones to look out for this summer.

The majority of traffic impact will occur through the community of Mountain View where delays will be moderate. In late May, traffic changes were made to allow crews to perform work necessary to create a five-lane section. Traffic signals were removed in favor of

stop signs at side streets and motorists were asked for their cooperation.

Paving resumed in May between the communities of Mountain View and Willow Springs. In addition, grading, paving, excavating, box culvert construction and other activity associated with increasing capacity can be seen along all 59 miles.

The expansion of Route 60 reflects the progressive attitude of this rural region. Legislators, county and city leaders and residents in general recognize the impact transportation has on the economy. Their support is critical to the success of this work. In fact, voters contributed by supporting Amendment 3 and U.S. Rep. JoAnn Emerson and U.S. Sen. Christopher “Kit” Bond helped make the expansion possible by appropriating discretionary funds for the section between the 21s and the section just east of Van Buren at Carter Creek.

A ceremony to dedicate the five-lane section to the citizens of Mountain View is planned with Sen. Bond in late 2008. A full celebration of the final completion also is in the works.

Partnership, Fast Delivery Celebrated on Route 106 Rebuild Road Slide Due to Saturated Ground Leads to Quick Response

The power of water is easy to underestimate. Sure, when a swollen stream is rushing over pavement the effects are readily visible. It’s when that water hides beneath the surface, unexpected results can occur.

Just as most of Missouri, the South Central District received an abundance of rain this spring. The ground became so heavily saturated, floodwaters were slow to recede and after-effects included a pavement slide on Route 106 in Shannon County.

Those who have traveled Route 106 as tourists may relate to the location, near Alley Spring, from the junction of Route E to the west side of the Jacks Fork Bridge. Floodwaters flowed both

above and below the surface, damaging two separate sections of the road.

It was determined a bypass route had to be established to keep traffic moving around the road closure as tourist season was fast approaching. Shannon County Presiding Commissioner Tony Orchard and county officials and crews, the Missouri Department of Conservation and MoDOT worked together to build the temporary bypass very near Route 106. This road was used until repairs could be planned and executed.

Design staff quickly went to work and an emergency contract, totaling \$241,208.20, was awarded by April 4. The contractor and MoDOT maintenance forces worked swiftly to have

the road open to traffic by 5:30 p.m. on May 9.

Now complete, the project stands as an example of what good can come

of cooperation between multiple parties. A ribbon cutting was held June 5 to celebrate the partnership and fast delivery of this important roadway repair.



Pictured, from left are: Ozark Radio Network Account Executive Tommye LaGrand, Missouri State Highway Patrol Cpl. Jason Brumble, Eminence Police Chief Chip Brewer, State Rep. J.C. Kuessner, Phill Knott, Shannon County Presiding Commissioner Tony Orchard, State Sen. Chuck Purgason, MoDOT Maintenance Engineer Henry Haggard, Shannon County Northern Commissioner Dale Counts, Missouri Department of Conservation Agent Ron Payne, MoDOT Construction Engineer Ed Hess, Missouri Department of Conservation Agent Gordon Howell and local property owner Chris Brewer.

for more info

Community Relations Manager Ann Marie Newberry
Phone 417.469.6203
E-mail ann.newberry@modot.mo.gov
910 Old Springfield Road
P.O. Box 220
Willow Springs, MO 65793

D10

Southeast

Route 53 Improvements Arrive

by Tonya Wells

MoDOT met with contractors in April to discuss getting the work started on Route 53 from Qulin to Campbell. The contractor also discussed the cold in-place recycling method that will be used on the Route 53 resurfacing.

Rather than a normal milling operation where the pavement is ground off and the material discarded, the Route 53 project will actually reuse the material in making the pavement smoother.

Contractor Koss Construction explained that it will be using, in essence, a regular milling machine but the material is captured and then screened, crushed if not properly sized, remixed and then dumped out underneath to be put back down on the route.

“We’ve seen some great things about CIR,” said Krapf. “We were happy to get contractors who opted to use the process and competitive bids to go along with it.” Krapf said all five bidders on the project

opted for the optional CIR method. States who have used CIR say it is a good alternative for rural roads that need something more than resurfacing but less than full-scale reconstruction. Major advantages of CIR include slowing the cracking in the pavement. It takes 15 to 20 years for a pavement using CIR to reach the same frequency of cracking that a standard resurfacing project sees in 10 years. The process also limits disruption to motorists because construction moves fairly quickly. CIR can also add years to the expected life of the pavement with New York state reporting a life of 10-15 years with little maintenance as compared to a five-eight year life with a traditional overlay.

Koss has a video showing the process at kossconstruction.com, or Route 53 travelers can see it in person for themselves currently.

During the work, traffic will be reduced to one lane in a two- to three-mile-long

work zone. Lanes will have a reduced width, and traffic will follow a pilot car.

“Rather than install temporary signals or use flaggers, which are the usual methods for dealing with two-way, one lane traffic, a pilot car is leading traffic through the work zone,” said Resident Engineer Brian Holt.

Holt said the pilot car has a few advantages over the other methods. First, because the pilot car is in the lead it determines the speed for the cars following.

“This allows us to slow traffic down near where the construction is occurring and keep the work zones safer for workers and motorists,” said Holt.

Pilot cars are also easier to use on a moving operation than moving temporary signals as the work progresses. Plus,



By using a special milling machine, materials from Route 53 can be reused in making the pavement smoother.

with longer work zones they are more effective than flaggers. Once the pilot car leads traffic through in one direction, it can turn around and lead traffic in the opposite direction. Traffic entering Route 53 from side roads must stop and wait for the pilot car to pass in the direction they wish to travel before following. With the road reduced to one lane, but travel alternating in both directions, it is safer to have the pilot car in the lead with flashers to alert motorists.

Click It Or Ticket

With the enforcement part of the *Click It or Ticket* campaign under way, the Southeast District held a *Click It or Ticket* press conference on May 28.

The press conference was held at the Siketon Morlan Dodge auto dealership.

Sgt. Dale Moreland of Missouri

State Highway Patrol, Troop E, spoke at the press conference. Other area law enforcement officers were invited to attend and speak at this event as well.

The press conference was held in hopes of increasing awareness of the enforcement programs currently happening in Southeast Missouri.



Local law enforcement and emergency responders showed their support for buckling up and saving lives by attending the Click It Or Ticket event.

not buckling up,” said Moreland. “We don’t want to lose a single person in a traffic crash if it can be helped.”

“Seat belts clearly save lives. But unfortunately, too many folks still need a tough reminder, so we are going to be out buckling down on those

Old Orchard Groundbreaking

To kick off the construction of the Route 67/Old Orchard Road Interchange in Bonne Terre, a groundbreaking ceremony was held on May 22 behind the Parkland Health Center.

The new interchange is being constructed to provide smoother traffic flow on heavily traveled Route 67 in St. Francois County, as well as to improve safety. The project includes grading, drainage and paving for construction of an outer road and interchange with Old Orchard Road.

The \$7,743,813 contract was awarded in February 2008 to Iron Mountain Construction, Iron Mountain, Mo. The project is anticipated for completion in late summer 2009.



(l-r) Heather Garner on behalf of U.S. Representative JoAnn Emerson, Bonne Terre Mayor Fritz Gower, former Bonne Terre Mayor Sue Wilke, Missouri Rep. Brad Robinson, Tom Schulte on behalf of U.S. Senator Kit Bond, Missouri Sen. Kevin Engler and MoDOT Southeast District Engineer Mark Shelton participate in the Route 67/Old Orchard Road Interchange groundbreaking.

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Recent Retirees in District 10



Roger Tarver retired on June 1 after 32 years with MoDOT. He was a maintenance supervisor in Campbell.



Alfred Weatherington retired on June 1 after 30 years with MoDOT. He was a senior maintenance worker in Fredericktown.

for more info

Community Relations Manager
Phone
E-mail

2675 N. Main Street
P.O. Box 160
Sikeston, MO 63801

Angie Wilson
573.472.6632
angela.wilson@modot.mo.gov

Representative Todd Honors MoDOT

At the Campbell maintenance shed on May 29, Rep. Tom Todd presented maintenance crews from Kennett, Qulin and Campbell with framed copies of the House resolution thanking them for their work during the recent inclement weather.



Campbell maintenance crew



Qulin maintenance crew



Kennett maintenance crew

Connections

The mission of *Connections* is to be a monthly source of Missouri Department of Transportation news and feature articles that connect employees statewide. It is distributed to MoDOT employees and retirees.

Community Relations
Missouri Department of Transportation
P. O. Box 270
Jefferson City, MO 65102
573.751.2840
www.modot.org
1-888 ASK MODOT

Editor
Kristi Jamison

Design Coordinator
Dennis Forbis

Comments & Suggestions

We would like to hear from you. Send comments and suggestions to Kristi Jamison, editor
573.526.2482
Kristine.Jamison@modot.mo.gov

Additional copies are available upon request. Suggestions, questions and comments are always welcome.



Please share this publication and recycle it after reading.

Mission

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.



Missouri Department of Transportation
Community Relations
105 W. Capitol Avenue
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We've Come a Long Way, Baby

50 Years of Technological Advances Shape MoDOT

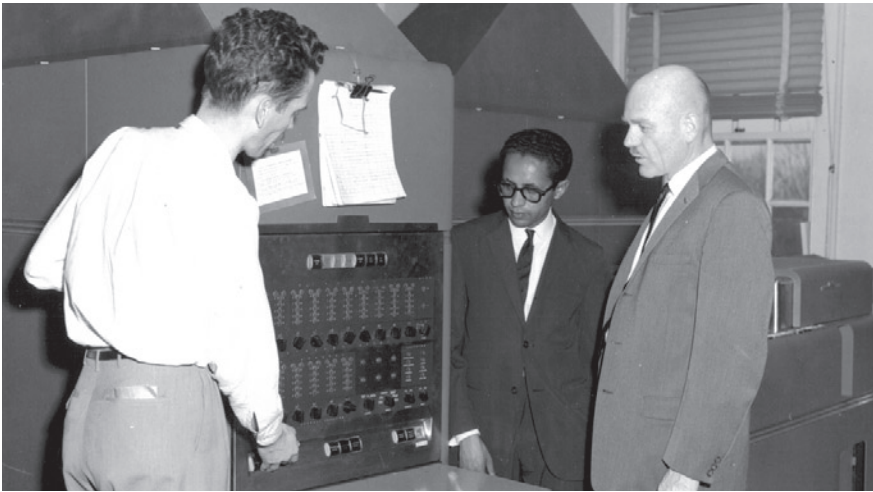
by Matt Hiebert

Fifty years ago, MoDOT leased its first computer. It was an IBM 650 that possessed a fraction of the memory a cheap pocket calculator holds today.

There were only 2,000 IBM 650s made, and as one of the renters of these machines, MoDOT was a pioneer in bringing such technology into the main-stream. Used primarily to help with earth-moving equations, the 650 was the beginning of MoDOT's relationship with computer technology.

It didn't take the department long to see the value of these newly available devices. Calculations that would take a slide rule hours to sum were completed in seconds by the bulking device.

From that humble beginning, MoDOT's involvement with technology grew, and the 650 was soon replaced by bigger, faster computers. Punch card programming would rise and then become obsolete in little more than a decade. Models the size of desks would be eclipsed by personal computers that sat on desktops. Memory would be discussed in mega-



Early computers were bulky, slow and had the memory capacity of a digital watch.

bytes, then gigabytes and now terabytes.

Advances in computing transformed the workplace of the department, becoming the core of efficiency.

In 1996, MoDOT appeared on the World Wide Web. E-mail changed the way we work and communicate. Fiber optic lines weaved a network between the districts, allowing huge quantities of information to move across the state in a nanosecond.



Not exactly flat screen technology ...



Modern computers do thousands of times the work of their predecessors.

a fire burning within MoDOT's Information Systems department. Their job is vast and ever changing.

Technology will always be a moving target for MoDOT IS, and the future of the department will be forever intertwined with the rapid evolution of devices that didn't even exist a scant 50 years ago.

Computer Evolution at MoDOT

